

## Intimations.

**HAS FOR SALE.**

**CIGARS** of all Brands, Imperiales, Gaultiers, Vagueiros, Regallas, Londres, &c., &c., boxes of all sorts, &c., &c., always guaranteed. **TOBACCO**s of all Brands, at moderate prices. **FANCY GOODS** from the Parisian markets, Meerschaum Pipes, Jewellery of Chaste Designs. Sun Hats, &c., &c.; Commissions Executed.

**JOSE M. BASA.**

No. 51, B, **QUEEN'S ROAD, CENTRAL**  
Hongkong, 1st May, 1882. [343]

**NOTICE.**

**T**HE Public are respectfully informed that the Undersigned has been trading at the undermentioned premises for the past 38 years as TAILOR, DRAPER, and GENERAL OUTFITTER. He has no connection whatever with any other firm trading under a similar name or style, and takes this opportunity of receiving his old customers that their orders would receive the same careful attention in the future that has been given to them in the past. By supplying the Best Materials and Workmanship at MODERATE PRICES, and by promptly attending to all orders entrusted to his charge, he hopes to be favored with the patronage of his old customers and the Public Generally.

N.B.—Note the address.  
NAM SING,  
No. 84, Queen's Road Central,  
Opposite the Central Market. [325  
Hongkong, 25th April, 1884.]

**NOTICE.**

**T**HE Undersigned begs to inform the Ladies and Gentlemen of the Foreign Community that he has resigned his Partnership in the "NAM-SING TAILOR SHOP" and has Purchased an Interest in the "SEE YING LOONG SHOP," No. 100, Queen's Road Central, carrying on the Business of TAILORS, OUTFITTERS, and GENERAL MERCHANTS. He hopes by strict attention to Business and Selling the Best Class of Goods at Moderate Prices to receive a share of the patronage so liberally bestowed on him in the past.

AH NAM,  
Late Partner in the  
"NAM-SING Tailor Shop."  
Hongkong, 16th April, 1883. [290]

A                  H                  Y.  
INTEREST IN THE      HO LEE.

**MERCHANT TAILOR, HAT, & CAP MAKER.**

**H**AS for Sale, every description of Gentleman's Scarves, Collars, Ties, Socks, Hats,

&c., &c. Dealer in Chinese Silks of all kinds.  
 Bamboo Blinds, Mattings of own Manufacture.  
 Chinese Teapots in bamboo covers, Rattan Chairs,  
 Silk Coats a Speciality, a perfect fit and best  
 material guaranteed.  
 No. 112, QUEEN'S ROAD CENTRAL.  
 Hongkong, 16th May, 1882.

SAM HING, JUNR.  
 STULTZ  
 TAILOR, DRAPER, AND GENERAL  
 OUTFITTER.  
 Best Materials and a Perfect Fit Guaranteed,  
 AT MODERATE PRICES.

DEALER IN CHINESE SILKS of all kinds,  
 PITH HATS, MATTING, BAMBOO

BLINDS, and has always on hand a very large selection of various kinds of Silk Goods and Embroideries.

Wholesale Manufacturer of Silk Coats and other Garments for exportation.

No. 62, QUEEN'S ROAD CENTRAL  
(Fourth Door West from Pottinger Street.)  
Hongkong, 21st August, 1883. [247]

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**CHEUNG WO,**  
TAILOR, DRAPER,  
AND  
GENERAL OUTFITTER.

**BEST Materials and a Perfect Fit Guaranteed**  
at  
**MODERATE PRICES.**  
DEALER IN  
CHINESE SILK OF ALL KINDS, PITH  
HATS, BAMBOO BLINDS,  
&c. &c. &c.

**WHOLESALE MANUFACTURE OF  
SILK COATS AND OTHER GARMENTS  
FOR EXPORTATION.**  
N.B.—Note the address.  
No. 60, QUEEN'S ROAD  
CENTRAL.

SIXTH DOOR, WEST FROM POTTINGER STREET.  
Hongkong, 19th May, 1883. (592)

**T O O K K E E**

**C O A L M E R C H A N T,**  
No. 75, PRAYA CENTRAL.

**K**EEPS on hand for Sale all kinds of House  
and Steam COAL of the best quality, at  
moderate rates. The "CUM LOONG," "CUM  
SHOW," "CUM SHU," "CUM LEE"  
Steam Launches for 1st and 2nd, \$1 for 1st hour, \$2  
for 2nd and \$1 for 1st hour, "CUM ON," and  
"CUM KAI," at \$3 for 1st hour, \$2 for 2nd hour,  
and for longer periods, according to arrangement.  
Hongkong, 16th October, 1884. (593)

**H O N G K O N G**

**B**OOT AND SHOE MAKER,  
No. 4, WELLINGTON STREET, HONGKONG.

**THE CHEAPEST SHOP IN THE TRADE.**

Materials and Workmanship Guaranteed.

Special experience in making Gentlemen's  
Rings Boots.

Hongkong, 4th April 1883. [31]

**C. H. L. N. A. M.**

**G**OLD AND SILVER SMITH,  
WATCH MAKER  
AND  
ENGRAVER.  
WATCHES CLEANED AND REPAIRED  
ON MODERATE TERMS.  
ALL WORK GUARANTEED.  
JEWELRY MADE AND REPAIRED.  
No. 44, WELINGTON STREET,  
HONGKONG.

Hongkong, 6th April 1882. [31]

**Y. T. U. O. U. A.**

**S**HIP, PORTRAIT AND MINATURE  
PAINTER.  
PHOTOGRAPHIC VIEWS.

LANDSCAPE IN OIL AND WATER COLOURS  
ALL WORK EXECUTED BY THE CARICAR ARTIST  
IVORY MINATURES A SPECIALITY  
SANTO VATURE GUARANTEED AS  
NO. 12 C. QUEEN'S ROAD CENTRAL, UPTOWN  
HONG KONG  
HONGKONG 44 April 1883



otherwise they could not dash lightning from the mouths of their fierce water soldiers (the sailors). On the 14th instant the N. E. Monsoon burst on us (with torrents of rain) in the shape of very heavy gale of wind, which did much damage amongst the shipping and to the flimsy Japanese houses.

Mr. and Mrs. Kingsmill, of Shanghai, have been staying here for the past fortnight. Mrs. Kingsmill is certainly the first European lady to set foot in this part of Corea, but I trust her grand example may be followed by many others who desire to get to a temperate climate, and to get away from all fear of cholera, typhoid and such like summer horrors.

Oh! how I pity you people being roasted in Hongkong.

I would ten times sooner have a summer residence here than in Chefoo; the place is prettier; the sea bathing better; the roads (suitable for riding and rickshaws) and the settlement for carriages very good; and the scenery charming; and climate a decided improvement on the "Brighton of China." People speak of Chefoo as the "Brighton of China," but the day will come when they will style Fusan the "Brighton of the East."

More agon by an early mail.

### THE CASE OF THE "SARAH S. RIDGWAY" AT BANGKOK.

The following documents have been handed to us for publication by Colonel Mosby, United States Consul:

(Copy.)

BANGKOK, 13th August, 1883.  
To His Excellency General Halderman, Minister for the United States of America, Bangkok.

SIR—We beg leave to bring to your notice that seven Scandinavian sailors of the American barque *Sarah S. Ridgway*, and now lodged in a Siamese prison, have been working in the street in chains, and that they are now still in prison in chains, of which fact we have personally convinced ourselves.

We beg most emphatically to protest against such unworthy treatment of our countrymen which does not appear to be justified by circumstances and which would not be tolerated elsewhere. We have the honour to be, Sir, your obedient servants.

(Signed) W. MULLER,  
Consul for Sweden and Norway.  
C. S. LECKIE,  
Acting Consul for Denmark.

(Copy.)

LEGATION AND CONSULATE-GENERAL OF THE UNITED STATES.  
BANGKOK, SIAM, 20th August, 1883.

To Mr. W. Muller,  
Consul of Sweden and Norway  
Mr. C. S. Leckie,  
Acting Consul of Denmark, Bangkok.

DEAR SIR—Now that the law has taken its course and the deserters from the American barque *Sarah S. Ridgway* have been placed on board where they belong, I beg to formally acknowledge the receipt of your "protest" of 13th instant.

Had I addressed to you a letter protesting against your methods of buying and selling rice, fish, and logs, enforcing collection of debts due you, and of other practices incident to your business as traders and merchants, you would probably have left it unanswered on the ground, that I was interfering with matters exclusively under your control.

For like reason might not I, without discourtesy, have declined to answer yours? I count the severest scrutiny in this business, I make reply, with request, that you send copies of my two despatches, to your respective Governments.

By solemn Treaty stipulations between Denmark, Sweden and Norway on one side, and the United States of America on the other, concluded respectively July 11, 1861, and July 4, 1872, it is mutually provided in substance, that the "Consular Officer shall be the judge and arbitrator of differences between master and crew concerning wages and the execution of contracts," "without interference from the local authorities," and that deserters from vessels shall be arrested and confined in the public prisons, "without interference from the local authorities," and that deserters from vessels shall be arrested and confined in the public prisons, "without interference from the local authorities."

I submit that the effect of your pronounced partisanship herein, is to encourage insubordination on ship-board, to thwart the execution of the law, is an unauthorized and offensive "interference" in the business concerns of a friendly Power, and is therefore a violation of the spirit if not the letter, of the solemn compact referred to.

I did not object to your posing as champions of refractory seamen, however humorous the picture might be, whether intended for audiences of Bangkok, Stockholm, or Copenhagen, but I had the right to expect that if you had a grievance, you would personally submit it to me, before trying to bring discredit upon me or my Government.

You could not have regarded the grievance as crushing one, nor was your love for "your countrymen," as you were pleased to jocosely call these deserters, intense, else you would have released them on a five hundred dollar bail bond, as you were informed you might do at any time. I represented gallant and chivalrous Nations like Sweden, Norway, and Denmark, whose subjects were "in prison in chains for reasons not justified by circumstances and which would not be tolerated elsewhere." I would not be content with paper "protests," but I would seek to liberate with all lawful means at my command, and failing in so easy a duty, I should expect censure, if not dismissal, at the hands of my Government.

It is charitable to assume that you arrived at conclusions from *ex parte* statements, after hearing but one side of the story—an easy matter though not always a just one for a Consul to judge—but I, who heard both sides, in an impartial investigation, had greater difficulty in reaching what I believed to be a correct judgment.

I will briefly state the facts. Seven seamen shipped at New York on the 15th March last for twenty-four months on the American barque *Sarah S. Ridgway* bound for Bangkok and other ports. Arriving here they asked me to order their discharge, on the ground of cruel treatment, admitting that the vessel was seaworthy; food, water, and medical treatment satisfactory. The master, two mates, steward, and cook, deny on oath the charge of cruelty, and say the crew were humbly and kindly treated.

The men were ordered to return to the ship and to duty. They refused. On application of the master, charging them with desertion, I commanded the acting United States Marshal and Prison Keeper to arrest and safely keep them, and to place them on board whenever the barque might be ready to sail.

The Prison Keeper without suitable accommodations at the American Consulate, tried to obtain room at the British and French Consular jails, but failing therein, placed the men in the new Siamese prison, kept by His Royal Highness Prince Putarung, where they received every needed care and attention.

One day and only one day, by mistake, they were put to light work, not in the street as you assert, but in the Prince's compound. Light manacles were placed upon them to prevent their

escape, the Royal Keeper refusing to be responsible for them unless so shackled. When sick they received medical care and attendance, from Doctor Gowan, the King's physician, who certifies that "their imprisonment has not been accompanied by any hardship beyond the deprivation of liberty; that the prison is decidedly more comfortable than that of the British Army; that the irons were light and not heavier than was desirable as precautions against their escape; that the food was of good quality and ample in quantity."

To be satisfied that their wants were regularly supplied, I personally visited them in prison, and found them well housed, well fed, and well contented. They acknowledged to me their excellent treatment and their personal comfort.

If these be the facts in a nutshell, and I know them so to be, why this tempest in a tea pot? I have gone into details, that you and your Governments may have assurance, that seamen of whatever nationality, coming here under the American flag, shall have my watchful care and attention.

Bad men as well as good men go to the sea from Scandinavia. We are told that Satan once lived in Heaven. For two weeks past it has been my duty to deal with deserters who are not good men, yet I have administered to them the law as I found it, in sorrow, not in anger. I am not without hope that they, once beyond the bad influences that surrounded them here, may become better men, better subjects or better citizens.

I want, Gentlemen, the good opinion of the Powers you represent, but I want more to deserve it; and to that end, regardless of clamour or "protest," I shall labour, whenever opportunity may offer.

Respectfully,  
(Signed) JOHN A. HALDERMAN,  
Minister Resident and  
Consul-General of the  
United States.

### VESEVIUS IN 1871-2.

Seen from Naples during the Winter of 1871-2, Vesuvius wore an aspect more fearful than formidable. At intervals, a bright-red rib-and-fire depended, like a decoration, from its summit; while the volcanic character, already betrayed in the graceful inward curves of central subsidence, was accentuated by a vaporous crown occasionally flushed with the nocturnal glow of internal incandescence. The mountain was, however, considered to have entered on a phase of serious agitation; and a minor cone, thrown up just outside the northern edge of the great crater, served at once as the main channel and the visible sign of its renewed activity. High up among the lava fields ominous sounds began to be heard by the end of January, resembling the distant bellow of an infuriated animal; hot sulphurous steams issued from cracks and crevices, and the great crater threw some preliminary bombs. On March 25 (with the full moon, Signor Palmieri bids us observe) the volcano tried its powers in a formal eruption, but, as if finding them still inadequate to the great effort it had in contemplation, suspended its action, and relapsed into comparative tranquillity on the 29th. The lava stream issuing from the small cone was, on the following night, crossed close to its source, by the present writer without the slightest inconvenience. It was already "dead," that is, had ceased to receive reinforcements, and betrayed its recent ignition only through glowing fissures and the instant blazing of any inflammable substance thrust into them. A thick column of vapor rose, however, from the orifice, blood-red with the reflection from the fiery mass within, and every 20 or 30 seconds the central crater discharged, with a growl and a crash, a volley of red-hot stones, some a foot or more in diameter, which pelted the surrounding plateau, and menaced inquisitive spectators with the utmost penalty of rashness. But the most memorable feature of that night's spectacle was the sudden and unexpected apparition of a lurid cloud suspended above the Atrio del Cavallo, (the valley dividing the cone of Vesuvius from the precipices of Somma,) showing that the mountain had opened in that direction. Such was the fact, though little noted at the time. It constituted, however, a threat which was terribly and fatally executed. A few days later predictions of a great eruption, to come off before April was ended, were circulated. At Naples, but they could be traced to no authoritative source, and served only to lend a piquant flavor of coming calamity to the *dolce far niente* of the Chiaia. Functionally, however, with the next full moon—April 23, the agitation recommenced, and several rivulets of molten rock trickled down to the base of the cone. Then the mountain paused, as if to draw breath; and at 9 o'clock in the evening of the 25th only the open mouths of the two craters were visible, like watch-fires on a hill, their flames alternately rising and falling in rhythmic pulsation of repose. Before dawn on the 26th the full fury of the long-threatened eruption had broken loose. The large cone was cleft from summit to base, along the line of weakness previously laid bare; the small cone was blown into the air; and three great lava streams were already well on their way—one making for Torre del Greco, another for Resina, and the third directing its course toward Naples itself! The explosion, which occurred at 3:30 a.m., unhappily involved in destruction a party of about 60 excursionists—university students and others—who, disregarding the warnings received at the observatory, had rashly ventured into the Atrio del Cavallo. By awe and regret were alike absorbed, amazement at the stupendous spectacle presented by the volcano. Into a sky, which on the side of Naples was as blue as April could make it, huge volumes of steam discharged themselves, and ascending with extraordinary velocity to a height of at least 16,000 feet, (such is the unimpeachable assertion of the photographic lens,) hung poised below the zenith in solid-looking, flocculent masses of dazzling whiteness. A torrent of projectiles, following the column of issuing vapors with rapid and fiery gleams, out-did even the fierce haste of their up-rush, while the entire background was rent and set in inky blackness by dense clouds of falling ashes and lapilli. "We have an obligation to the wind," a soldier remarked in passing; "if it blew the other way, *Addio Napoli!*" This, however, was figurative; the danger to Naples was at no time extreme.—*The Edinburgh Review.*

### STEAMERS EXPECTED.

The steamer *Naples* left Sydney on the 16th ultimo, and is due here on or about the 13th instant.

The N. I. S. N. Co's steamer *Cometa* left Batavia on the 1st instant, and is due here on or about the 13th.

The Union Line steamer *Cambodia* left Singapore on the morning of the 5th instant, and is due here on the 11th.

The Glen Line steamer *Glencoe* left Singapore for this port on the 6th instant, and may be expected here on the 12th.

The Fraissinet steamer *Europe*, from London, Marseilles, &c., left Saigon for this port on the morning of the 1st instant, and may be expected to arrive here on or about the 15th.

### THE NEW ADMIRALTY ORGANIZATION SCHEME.

Although the new Admiralty organization scheme has not been officially promulgated, its general outline has become known at the various Government establishments affected by it.

It is not intended to fill the vacancy in the Controller's Department of the Admiralty caused by the retirement of Mr. W. H. White, late one of the chief constructors, but the additional work will be distributed among the staff. Mr. Barnes, the present surveyor of dockyards and chief constructor at the Admiralty, will be relieved of the former part of his duties, which will be undertaken by Mr. Barreby, the director of naval construction. The whole of the Admiralty professional affairs, including Mr. James Wright, the engineer-in-chief, will receive extra remuneration. Mr. Dunn, the chief constructor and chief draughtsman, Mr. Housman, second-class draughtsman at the Admiralty, and at present acting as constructor at Bombay, and Mr. C. T. Glenn, one of the examiners of dockyard work, will be made constructors. The existing Admiralty draughtsmen are to be raised to the dignity of first-class assistant instructors at the Admiralty, with salaries ranging from 300l. to 450l. a year. The second and third class Admiralty draughtsmen will remain on their present footing, but their salaries will be raised, the former rising from 300l. to 400l., and the latter from 180l. to 300l. The maximum salaries of chief constructors and constructors employed at the royal dockyards has also to be increased, in the case of the latter by 50l. a year.

The Engineering Department is also peculiarly benefited by the scheme, and the officers belonging to the Admiralty and the dockyards will be made interchangeable. But the fundamental feature in the new regulations is the formation of an entirely new class of officials, to be designated assistant constructors, who will gradually supersede the existing responsible foremen of the yard. With a few exceptions, the new grade will consist of the students who took high mathematical and professional honours at Kensington and Greenwich without further qualification. Those obtaining a first-class certificate will become second-class assistant constructors; those obtaining a second-class certificate will become third-class assistant constructors; while those who obtained a third-class certificate, or who failed in taking honours, will become draughtsmen at the yards. The total number of assistant constructors who will be distributed in the various dockyards is thirty-seven—viz., ten first-class, with salaries ranging from 250l. to 300l.; eighteen second-class, with salaries from 160l. to 240l.; and nine third-class, with salaries from 110l. to 150l. As the result of these changes the foremen of the yard, who number at the present time about fifty-three, will be reduced by thirteen. The reduction will be probably carried out by age retirement, by absorption into the ranks of the new grade, and by the abolition of the acting foremen. Some of the present foremen, although they have passed the various high standards for draughtsmen and foremen at the dockyards, though having practical charge of the ships under construction, yet not having graduated at either of the colleges of naval architecture, will only be eligible for assistant constructors by passing an additional qualification for the duties which they now perform.

The new scheme pays little respect to the interests and services of old servants. The leading men (of whom there are at present 218) will be reduced to 173, and receive the new title of inspectors. They will receive salaries of from 100l. to 150l. a year, rising to the maximum by increments of 5l. Under the existing system they receive daily pay, but the average amount of their remuneration will remain about the same. In order to meet the reduction in number, without diminishing the rigour of supervision of work, a gang of workmen under each inspector will be augmented from twenty to twenty-five.—*Overland Mail.*

### To-day's Advertisements.

FOR SINGAPORE, PENANG, AND CALCUTTA.

#### THE Steamship

"ARRATOON APCAR,"

Captain A. B. MacTavish, will be despatched for the above Ports, TO-MORROW, the 12th inst., at THREE P.M.

For Freight or Passage, apply to  
DAVID SASSON, SONS & Co.,  
Agents,  
Hongkong, 11th September, 1883. [63]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"JORGE JUAN,"

Captain Thebaud will be despatched for the above Port, TO-MORROW, the 12th inst., at FIVE P.M., instead of as previously advertised.

For Freight or Passage, apply to  
RUSSELL & Co.,  
General Managers,  
Hongkong, 11th September, 1883. [69]

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

FRAISSINET & Co.

INDIA AND CHINA LINE.

FOR SHANGHAI.

THE Steamship

"EUROPE,"

Valladier, Commander, due here on the 14th instant; will have quick despatch for the above Port.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents,  
Hongkong, 11th September, 1883. [69]

NOTICE.

It frequently occurs that from damp or otherwise GOOD-TEA is spoiled from the fact of its being moist, mouldy, unpalatable to foreigners' taste and unfit for their use. This refused Tea the Lady Superior of the Italian Convent now comes forward and begs the Ladies and Gentlemen to let her have for her numerous Chinese Pupils for whom Tea is the Sole Luxury. Hongkong, 11th September, 1883.

SPECIAL NOTICE.


ST. JOHN LODGE OF HONGKONG.

No. 618, S.C.

THE REGULAR LODGE summoned for yesterday evening has, in consequence of the inclement weather, been POSTPONED until TO-MORROW EVENING, the 12th inst., at 8 for 8.30 P.M., precisely. Hongkong, 10th September, 1883. [69]

### Intimations.

**EPILEPSY**  
Hysteria, Convulsions  
an radically cured  
by the use of



**LAROYENNE'S**  
Chemist of the Paris Academy of Medicine

This MODE OF TREATMENT was experienced by Dr. Fournier, at the central hospital (Hôtel-Dieu) in his medical department, by Dr. Fournier, at the central hospital (Hôtel-Dieu) in his medical department, by Dr. Fournier, at the central hospital (Hôtel-Dieu) in his medical department. These eminent doctors have ascertained of the constant and periodical decrease of the fits, which are soon after radically cured. This PREPARATION is combined with Gal. Ammoniac and Oxid. of Thyl. — Price of a Bottle for France, 20 Fr.

The Remedy is never to be continued after three or six weeks of the almost and 4 bottles are sufficient.

Depot in Paris: DUREL, 7, Boulevard Denain.

Depot in Hong-Kong: A. S. WATSON & Co.

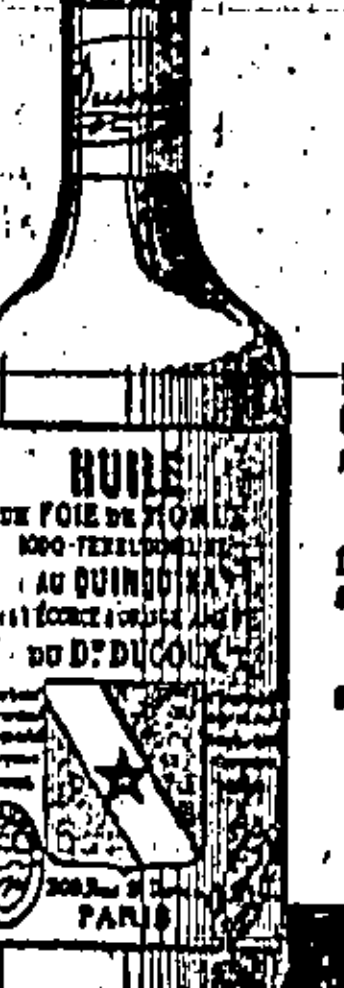
**COGNACKIN**  
Delicious Liquor based on  
**Old Cognac**  
PREPARED BY  
**A. ARDURA**  
Sole author and Manufacturer at BLAYE, near Cognac (FRANCE)  
STRENGTHENING, APPETIZING, DIGESTIVE & ANTI-PEYERISH  
Specially recommended to LADIES, CHILDREN AND OLD PERSONS



**COGNACKIN**

Depot in Hong-Kong: A. S. WATSON & Co.

**OIL BY D' DUCOUX**  
COD LIVER OIL  
IODO-FERRUGINO-SE AU QUINQUINA  
WITH GROUP OF BITTER ORANGE PEEL.



This oil only owes its reputation to the study and attempts of all kinds made by Doctor DUCOUX during a great number of years to succeed in assimilating in one product—the Cod liver oil, the Iron, the Quinquina and the Bitter of bitter orange peel.

From its compound, which explains its great success and the great demand for it, it possesses all the requisite qualities against: Anemia, Chlorosis, Consumption, Bronchitis, Catarrhes, Phtisis, Scrophulous diseases, &c.

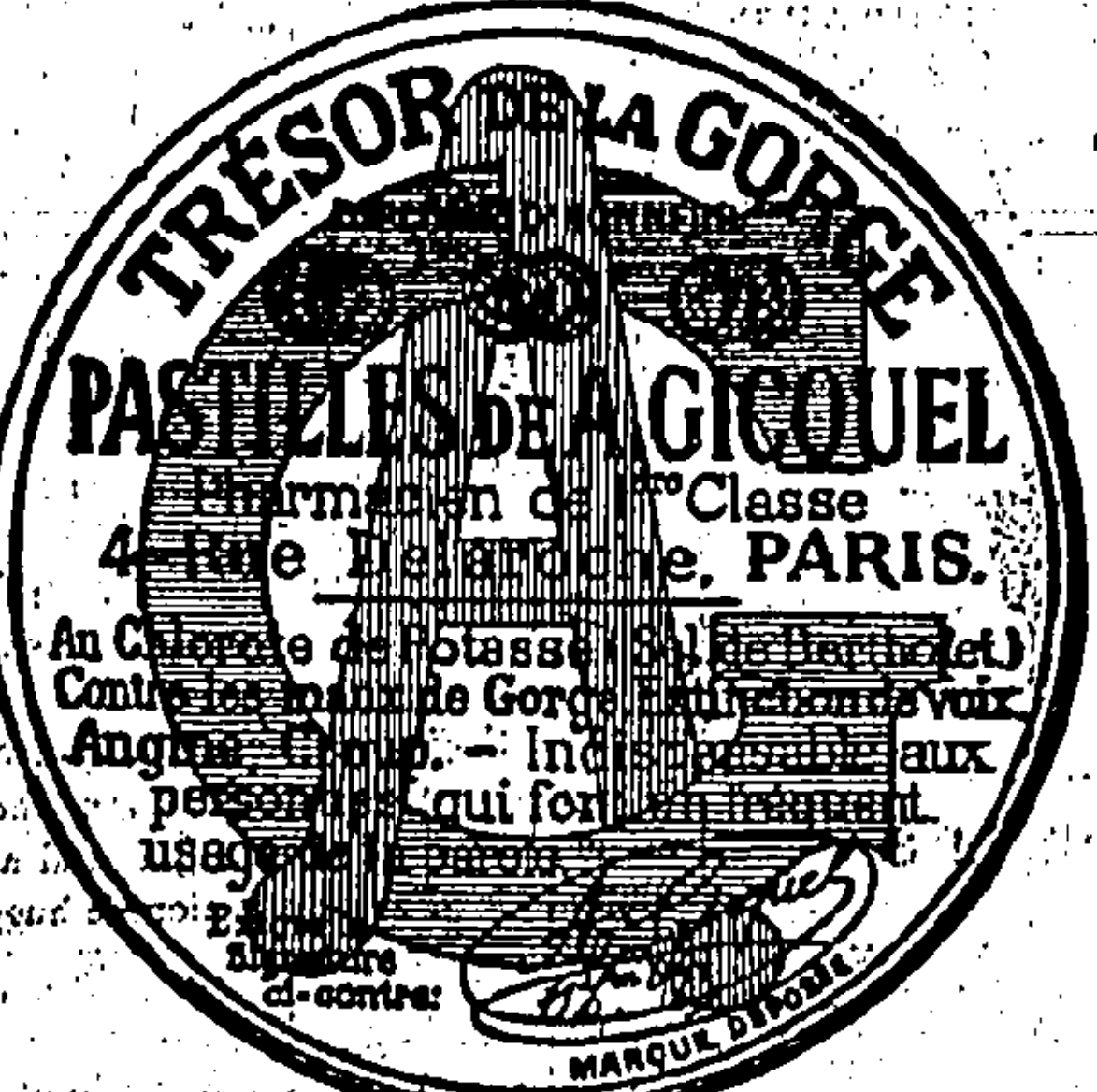
This medicament, by its economical and easy use, without taste and of an agreeable smell, is particularly recommended by doctors.

SOLD AT ALL THE PRINCIPAL CHEMISTS

Wholesale, at D' DUCOUX, 209, rue Saint-Benoit, a Paris.

Depot in Hong-Kong: A. S. WATSON & Co.

**TREASURY OF THE THROAT**



**GICQUEL'S LOZENGES** composed of CHLORATE of POTASH  
(Berthollet's salt)  
ARE THE BEST MEDICAMENT AGAINST  
SORE THROAT, EXTINCTION OF THE VOICE, QUINCY, APHTÆ, ANGINA, GROUP, CANCER OF THE MOUTH, SCORBUT, ETC.  
They are indispensable to all persons who are obliged to speak frequently.

Take every day, between the meals, from 8 to 10 lozenges, according to the gravity of the affection. If necessary, take from 12 to 15 lozenges every 24 hours and be careful to let them melt into the mouth.

Wholesale at A. GICQUEL'S, first-class Chemist, 4, rue Delaroché, PARIS  
Depot in Hong-Kong: A. S. WATSON & Co.

AVOID COUNTERFEITS OR IMITATIONS  
and always require a box alike to the above fac-simile.

**For Sale.**  
FOR SALE.  
THE OWNER being about to retire from Business is open to negotiate for the Sale of the GOOD-WILL, FITTINGS, and FURNITURE, Complete of the Old Established and well-known establishment known as the "NATIONAL HOTEL," situated at Nos. 222 and 224, Queen's Road Central. The House contains ONE AMERICAN BILLIARD TABLE which is in first-class condition. For further Particulars, apply to JOHN OLSON, National Hotel, Hongkong, 14th June, 1883. [167]

**FOR SALE CHEAP**  
FIVE TO SIX HUNDRED TONS  
C O K E  
IN LOTS FROM ONE TON UPWARDS.  
COAL TARI IN BARRELS.  
CHOY CHEE W.  
339, PR. AVA, WEST.  
Hongkong, 5th April, 1883. [262]

**Intimations.**  
F. D. GUEDES.  
WINE MERCHANT AND GENERAL COMMISSION AGENT.  
No. 5, D'AGUIAR STREET.  
HAS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices.  
Hongkong, 2nd October, 1882. [663]

J. M. GUEDES.  
HOUSE AND LAND BROKER, AUCTIONEER, AND COMMISSION AGENT.  
No. 33, WELLINGTON STREET, HONGKONG.  
Hongkong, 23rd January, 1883. [5]

**G. FALCONER & CO.**  
WATCH AND CHRONOMETER MANUFACTURERS  
AND JEWELLERS.  
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.  
No. 46, QUEEN'S ROAD CENTRAL.  
Hongkong, 14th July, 1882. [470]

### Intimations.

**D. K. GRIFFITH.**  
MANUFACTURER OF THE LONDON AERATED WATERS.  
7, BEACONSFIELD ARCADE, (Opposite the City Hall).  
Having Purchased the entire Machinery of the late Mr. E. CHASTEL'S SOUA WATER FACTORY is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.  
SUPERIOR QUALITY  
S. G. U. A. N. T. E. E. D.  
Consumers are Invited to try those carefully Manufactured SPARKLING WATERS: THREE DOZEN FOR ONE DOLLAR.  
All Orders and Communications should be addressed to The Factory, 7, BEACONSFIELD ARCADE, Hongkong, 11th April, 1882. [279]

**HONGKONG TIMBER YARD, WANCHAI.**  
REGON PINE SPARS AND LUMBER  
ALWAYS ON HAND.  
L. MALLORY, Proprietor.  
Hongkong, 24th June, 1881. [501]

**HAIR DRESSING SALOON.**  
MR. MARMANDE begs to inform the Community of Hongkong, and Visitors, that the above Establishment is now in full working order.  
He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.  
HAIR CUTTING ..... 50 Cents.  
SHAMPOOING ..... 25 "  
SHAVING ..... 25 "  
TRIMMING BEARDS ..... 25 "

**LADIES' HAIRDRESSING SALOON.**  
MR. MARMANDE and his assistants are always at liberty to attend Ladies at his Saloon, specially set apart for Ladies, or at their own Residences at MODERATE CHARGES.  
MR. MARMANDE begs to offer to the public his Shampoo Wast made by Mons. Finaud who has had many years experience and guarantees it to keep for any length of time in any climate.

Monthly Customers for Hair-cutting, Shaving, and Shampooing, taken at the following prices:—  
EVERY DAY ..... \$1.00 Per Month  
EVERY OTHER DAY ..... \$3.00  
TWICE A WEEK ..... \$2.00  
MR. MARMANDE will receive direct from Paris a large Consignment of Perfumery and other Toilet requisites which will be open for inspection, and he is prepared to supply the same at prices which will compare favorably with those of any other establishment.  
The Saloon is cool and airy, being supplied with Punks, and the "Iced Shampoo" is the greatest luxury of the day.  
The Saloon is open from 7 A.M. till 7 P.M. for the reception of those who feel the necessity of a Tonsorial operation.  
RAZORS MOST CAREFULLY RESET.  
Hongkong, 12th June, 1883. [458]

**F. BLACKHEAD & CO.,**  
SHIPCHANDLERS, STORE-KEEPERS  
AND  
GENERAL COMMISSION AGENTS,  
PRAYA CENTRAL.

**AMERICAN ENGINEERS' AND HOUSEHOLD TOOLS.**  
FAIRBANK'S AND HOWE'S SCALES,  
SALTER'S SPRING BALANCES,  
FORCE PUMPS FOR SHIPS' USE,  
DRILLING MACHINES,  
HITCHCOCK'S PATENT TABLE LAMPS, and  
HANGING PENDANTS,  
BOTTLE WASHING AND CORKING MACHINES,  
SHIPS' SKYLIGHTS,  
POLISHED PLATE-GLASS,  
STEEL HAWSERS ON REEL STAND,  
CHARCOAL WATER FILTERS,  
SPARKLING SCHARZHOFFERGER  
FLENSBURG STOCKBEER,  
MARIENTHALER BEER,  
IN QUARTS & PINTS,  
VEUVE CLICQUOT PONSARDIN.

**THEOPHILE RORDEKER & Co's**  
**GLADIATEUR CHAMPAGNE.**  
CHR. MOTZ & Co's  
CLARETS.  
VALEYRAAC MEDOC.  
ST. ESTEVE MEDOC.  
MARGAUX MEDOC.  
PURE CONDENSED ALPINE MILK  
IN BOTTLES.  
WESTPHALIA HAMS.  
SMOKED BEEF IN TINS.  
GERMAN VEGETABLES IN TINS.  
BEST GOUDA CHEESE IN TINS.  
SALT MEAT SAUSAGES IN KEGS.  
SALT SPICED BEEF IN KEGS.  
KEROSENE STOVES.  
CROWN ICE CREAM FREEZERS.  
Hongkong, 14th July, 1882. [10]







